

REMARKS

Applicants wish to thank the Examiner for considering the present application. In the Office Action dated October 27, 2004, claims 1-33 are pending in the application. Claims 34-47 have been added hereto.

Claims 1-33 stand rejected under 35 U.S.C. §102(b) as being anticipated or, in the alternative, under §103(a) as obvious over *Marton* (5,278,554), *Gerum* (5,747,683), or *Kawamura* (JP 2-255285), or under §102(e) as being anticipated or, in the alternative, under §103(a) as obvious over *Lee* (6,659,245).

Applicants have amended the claims to clarify the invention. Applicants note that the *Lee* reference is directed to providing braking in response to a push button. Although minimizing turning radius in a U-turn is mentioned, the *Lee* reference does not teach or suggest determining a steering wheel characteristic and determining the vehicle is in a U-turn in response to the steering wheel characteristic. That is, the *Lee* reference teaches using a push button and not the steering wheel characteristic.

The *Marton* reference is directed to a system for road traffic control. This reference mentions making U-turns but does not teach or suggest anything more. Applicants respectfully request the Examiner to reconsider the rejections in view of *Marton*.

The *Gerum* reference is directed to a method for drive stability enhancement of a multi-unit vehicle. The *Gerum* reference teaches unilateral operation and pressure coordination during braking of the towing vehicle unit and providing a stabilizing torque in response thereto. No teaching or suggestion is provided in the *Gerum* reference for performing a U-turn.

The *Kawamura* reference (the abstract thereof) recites using maximum steering angle and "the dead slow car speed" and providing each of the rear wheels with a braking force to reduce the radius of turning of the vehicle. The last sentence of the translation of the Constitution recites, "Thus, garaging and U-turn or the like are easily performable." This implies that the actual determination and generation of a U-turn signal is not performed. The *Kawamura* reference merely improves the turning radius in a U-turn but does not generate a U-turn signal identifying that the vehicle is in a U-turn. The claims have been amended to recite determining a steering wheel characteristic and determining the vehicle is in a U-turn in response to the steering wheel characteristic. Various types of steering wheel characteristics are set forth in the dependent claims such as steering wheel torque, steering wheel direction, steering wheel angle, steering

wheel rate. No U-turn signal specifically identifying a U-turn is set forth in the *Kawamura* reference.

Independent claims have also been added varying the amount of brake steer in response to the steering wheel characteristic. This also is not taught or suggested in any of the references.

Claim 20 is a system claim having similar limitations to those of Claim 1. Claim 20 is also believed to be allowable for the same reasons set forth above.

Likewise, Claims 2-19 and 21-47 are dependent claims and should be allowable for the same reasons set forth above.

Please charge any fees required in the filing of this amendment to Deposit Account 06-1510.

Respectfully submitted,

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